

Regional Transportation Task Force

REPORT

June 2004

RIFE

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Jerry Hess – Co-Chair

Executive Committee

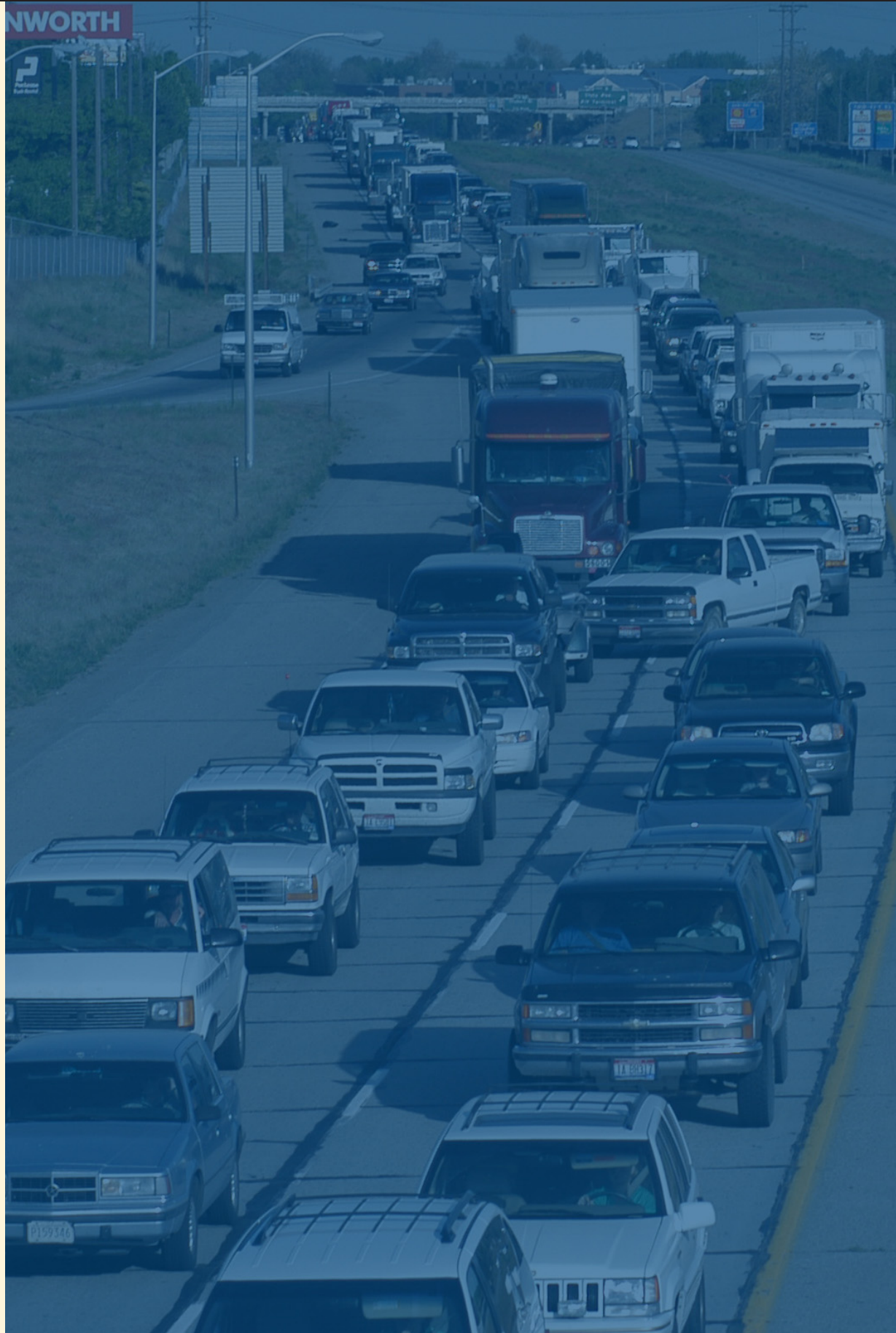
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Regional Transportation Task Force

Report

June 2004

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Jerry Hess, RTTF Chairman
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Regional Transportation Task Force

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Introduction

The Treasure Valley is at a critical crossroad. If the dynamic growth experienced during the last decade continues, our transportation system could become gridlocked, air pollution could threaten our health and our economy could stagnate.

It is not financially feasible or practical to endlessly build new roads and add lanes to solve our transportation issues. Treasure Valley residents want transportation choices. And until those choices are provided, we will continue to drive our cars and compound the problems. The Regional Transportation Task Force (RTTF) was created in 2002 to ask our business leaders for their thoughts and ideas on the future of our transportation system.

Through the RTTF, Treasure Valley business leaders brought a new and important perspective to land use and transportation issues. Businesses and government agencies operate differently and have not traditionally coordinated land use and transportation planning.

The goal of the RTTF was not to solve the problems, but rather to make observations and recommendations – and to encourage elected leaders and transportation professionals to tackle the issues.

Working together, Treasure Valley business and government leaders can and will envision, plan and build an efficient and successful multi-modal transportation system – a system that will drive our economy, assure our quality of life and protect and preserve our environment.

This document outlines:

- The recommendations of the RTTF
- An overview of the RTTF, its organization and process
- The process findings and private sector observations

The Executive Committee appreciates the time and efforts of more than 150 business people who participated in the process. The names of these individuals are included in Appendix A.

The Executive Committee also wants to recognize the current efforts being made to strengthen the transportation system in the Treasure Valley, specifically the partnerships between:

- Community Planning Association of Southwest Idaho (COMPASS) and the Idaho Transportation Department in developing a six-county, long-range transportation plan between Ada, Boise, Canyon, Elmore, Gem and Payette counties
- Ada County Highway District (ACHD), Ada County, and the cities of Boise, Eagle, Garden City, Kuna, Meridian and Star in developing a coordinated county-wide land use and transportation growth management plan.

Recommendations

Early on, there were questions about whether the RTTF recommendations should be framed in the context of what is possible and practical, or in the context of what it takes to get the job done. This dilemma, in one manner or another, was addressed repeatedly by the Executive Committee and by the four RTTF committees. In every case, the answer was the same: The business community's primary recommendation for improvements to the transportation system must be bold and visionary.

Bold and visionary, however, does not automatically equate to unrealistic. Nor does it mean the recommendation must be implemented exactly as presented. On the contrary, the RTTF sees this bold and visionary recommendation as the business community's challenge to government officials and it pledges to support those officials in implementing it to the maximum extent possible.

One issue that became apparent to the RTTF is that the local transportation agencies can't do their jobs effectively without the close cooperation of other agencies, jurisdictions and transportation partners. However, it's clear to the RTTF that the relationships between these entities are neither effective nor cooperative. With the understanding that our transportation system is vital to economic prosperity and that a crisis will occur if appropriate actions are not taken immediately, the Executive Committee proposed one key recommendation:

Create by state statute a regional transportation authority

The Executive Committee suggested that the regional transportation authority should stretch from Mountain Home to Ontario, or, alternatively, encompass the entire five-county area of the Southwest Idaho MSA as defined by the U.S. Census Bureau. It proposed that the regional transportation authority should:

- Plan, make decisions, implement its decisions and protect future transportation corridors from encroaching development
- Promote all modes of transportation and have jurisdiction over them
- Construct and maintain all local and regional transportation facilities and have jurisdiction over them
- Have input as an equal on state transportation facilities in the region
- Have authority over land-use relative to transportation infrastructure
 - Ensure that land-use and transportation planning are coordinated
- Accept public input, and responsibly incorporate it into the planning process
- Purchase and preserve transportation corridors
- Be funded by a percentage of federal and state transportation resources and/or have the authority to raise revenue

The regional transportation authority must:

1. Strengthen the Treasure Valley's public transportation system

- Tie local land-use planning to expansion of public transportation services
- Encourage population densities necessary to support public transportation
- Integrate public transportation infrastructure improvements into roadway improvements – bus pullouts, curb cuts, Park-and-Ride lots
- Initiate and aggressively pursue a program of public education to promote the benefits of public transportation (cleaner air, less traffic congestion, reduced driver stress) and market its use

2. Enhance the funding of the Treasure Valley's transportation system

- Improve the use of existing revenue sources
 - Educate elected officials and staff about what is available and how it works
 - Share effective project funding techniques
 - Consider supporting a local option tax or user fee alternative
- Participate aggressively in the federal transportation funding process
 - Increase the portion of federal transportation distributions that come into Idaho
 - Secure funding for specific high-priority projects
- Expand the application of non-traditional funding techniques
 - Establish a committee of public finance experts to educate local elected officials and staff regarding existing tools that are not utilized or are underutilized
 - Explore use of a toll system on I-84
 - Seek and support new revenue sources provided there are sufficient safeguards in place to insure broad-based support before implementation
 - Expand cooperation with developers to fund new transportation infrastructure
 - Explore possibilities for donated rights-of-way in exchange for desirable roadways

3. Educate the Treasure Valley (public and private)

- Build a compelling case that our transportation system is in need of attention
- Reinforce the value of cooperation among local, state and federal governments
- Reinforce the role of the business community alongside government to ensure the continued success of the Treasure Valley's transportation system:
 - Encourage joint public/private funding ventures
 - Locate new facilities in appropriate corridors
 - Encourage employees to use alternative transportation
 - Participate in the planning process – locating funding, providing technical expertise and advocating solutions

The Executive Committee believes that the RTTF's recommendation to create a regional transportation authority and give it these significant duties and responsibilities can be accomplished more smoothly if Phase 2 of a business working group is formed.

Therefore the Executive Committee proposes convening a joint public/private work group. This group would:

- 1. Work toward implementing a regional transportation authority**
- 2. Establish a means to evaluate how the transportation system is being developed and managed and communicate this evaluation to the business community**
 - Establish measurements to assess and report on the quality of transportation services
 - Determine accountability standards and assess whether existing incentives are adequate to support the desired level of accountability and intergovernmental cooperation
 - Communicate regularly with the business community as a means to increase its ongoing participation
- 3. Require intergovernmental cooperation immediately while the feasibility of a regional transportation authority is being determined**
 - Identify and adopt incentives that would expedite intergovernmental cooperation
 - Establish a mechanism to insure greater accountability from transportation agencies
 - Implement a system to prioritize projects that consider regional and long-range transportation needs along with short-term needs
 - Ensure that priorities are communicated clearly to local, state and federal agencies and are followed by them as they make funding decisions

Overview

In fall of 2002, Treasure Valley elected officials called attention to a major and growing threat to the quality of life enjoyed in our region's communities: a transportation system that seemed to be less and less capable of supporting rapid and efficient movement of people and goods throughout the Treasure Valley. Those elected officials turned to private sector leaders for their input about how to improve the transportation system in ways that would ensure quality of life in the Treasure Valley and maintain an environment where the business community could continue to thrive. The purpose of the RTTF was to engage the private sector, learn its transportation needs and encourage it to develop its own business-oriented recommendations for the future.

Kirk Sullivan, a partner in Veritas Advisors and retired Boise Cascade executive, and Dr. Dean Sorensen were asked to co-chair the RTTF. In early 2004, Dr. Sorensen left Idaho and the Task Force was very fortunate that Jerry Hess, owner of Hess Construction in Nampa, agreed to assume the role of co-chair.

The RTTF leadership decided the Task Force should address four broad issues: public transportation, regional connectivity (the way transportation systems connect communities), mobility in downtown Boise, and roads and highways. Committees were

created to work on each of the issues. An Executive Committee consisting of the RTTF co-chairs and the chairs of each of the four committees was formed.

Several agencies were asked to assist the efforts of the RTTF, both because of the magnitude of the effort on which the RTTF was embarking, and because of the sheer number of agencies that are involved in transportation decision-making in the Treasure Valley. Those agencies assisted the Task Force by educating RTTF members about the complexities of transportation and making staff members available to attend committee meetings and answer questions. The agencies that participated were:

- ValleyRide – The regional public transportation authority in Ada and Canyon counties
- COMPASS (Community Planning Association of Southwest Idaho) – Conducts long-range transportation planning in Ada and Canyon counties
- Ada County Highway District – Builds and maintains all local roads in Ada County
- Capital City Development Corporation – Guides redevelopment of downtown Boise to maintain and enhance its vitality
- Treasure Valley Partnership – An association of Ada and Canyon county elected officials
- Idaho Transportation Department – Builds and maintains all state and federal roads in Idaho

Representatives from these agencies were organized into a Management Team to provide technical expertise to the co-chairs, the Executive Committee and the four individual committees. A local consultant provided facilitation and administrative support to the entire RTTF organization and process. Funding came from ValleyRide, COMPASS and committee members themselves.

A list of Task Force members is included in Appendix B.

Process

The RTTF met for the first time in February 2003. Committees were established and the Task Force went to work. The RTTF established the following process to meet its goals:

1. Develop the mission and process for engaging the private sector
2. Identify transportation needs as perceived by the private sector
3. Identify and review options to meet those needs
4. Determine recommendations to meet those needs
5. Prepare and present final recommendations to COMPASS, ValleyRide, Capital City Development Corporation

Task Force members, in a unique effort to capture broad-based participation, reached out to their private sector colleagues in a series of hosted meetings. These meetings gave Task Force members the opportunity to learn their colleagues' opinions about the Treasure

Valley's current transportation system and identify future needs. Each meeting was led by a facilitator who posed the following questions:

1. What is working well with our transportation system in the Treasure Valley?
2. What is not working well?
3. What is your overall sense of how transportation in the Treasure Valley is managed?
4. What is your overall sense of public transportation and its future in the Treasure Valley?
5. What are your suggestions to improve the valley's transportation system in the future?

More than 150 business leaders participated in these hosted meetings. The facilitator documented meeting particulars (date, attendees, location, etc.), summarized each meeting and prepared an aggregate report of the findings. These meetings were extraordinarily successful and laid a solid foundation for the next stage of the RTTF work.

The RTTF had its first formal look at the aggregate report of the hosted meetings in late 2003. Based on the somewhat unexpected outcomes documented in that report, the RTTF reorganized its committees and tasks, while continuing its efforts to explore options to meet the private sector's transportation needs and develop recommendations for the future. The four previously established committees were dissolved and a new committee structure was established. The new committees were:

- Coordination and Communication
- Funding
- Public Transportation and Rail
- Roads and Highways

The Committee Outcomes section (Appendix C) of this document is the direct product of the efforts of these four working groups. The following table provides a summary of each stage of the RTTF process:

Stage 1	Establish the RTTF <ul style="list-style-type: none">• The management team develops the process for engaging the private sector in the transportation system decision-making process• The RTTF first meets in February 2003• The management team meets biweekly
Stage 2	Identify the private sector's transportation needs <ul style="list-style-type: none">• Task Force committees meet to learn the current state of the transportation system in the Treasure Valley• Task Force members host private sector transportation meetings to identify needs.• In all:<ul style="list-style-type: none">○ 16 hosted meetings were held○ 150 people attended

Stage 3	Identify and review options suggested in hosted meetings <ul style="list-style-type: none"> • The full RTTF meets in September 2003 to learn the outcomes of the hosted meetings. Based on this information, the committee structure is reorganized. • RTTF committees work with transportation experts to identify recommendations
Stage 4	Determine recommendations to address the transportation needs of the Treasure Valley <ul style="list-style-type: none"> • RTTF committees propose recommendations to the full Task Force • Recommendations are provided to hosted meeting participants from Stage 2 • Full Task Force adopts recommendations
Stage 5	Prepare and present final recommendations <ul style="list-style-type: none"> • Final report is presented to Treasure Valley elected officials and others for consideration in the long-range regional transportation plan

Observations

The hosted meetings and the first meetings of the RTTF, although not designed to do so, led to surprisingly similar challenges and conclusions. In fact, the same broad themes were repeated in one form or another in both RTTF meetings in early 2003 and in every one of the hosted meetings. Obviously, the business community shares a common understanding of the transportation system's problems.

The key findings from this effort are best summarized by the participants in the hosted meetings. Below you will find the outcomes of the 16 meetings.

RTTF Hosted Meeting Summary

The majority of hosted meeting participants had positive comments to make when asked **“What is working well with our transportation system in Treasure Valley?”**

Comments were diverse and there were no common themes. The elements mentioned most frequently were:

- The Connector into and out of downtown Boise
- Interstate 84 and the WYE Interchange
- Local roads, especially ParkCenter Bridge

When the discussion turned to **“What is not working so well?”** many themes appeared.

- There is agreement that the transportation infrastructure is strained and pushing capacity, especially at peak commute times
- There is also a sense that the ability to manage our system and prepare for future growth is not sufficient

- There is a belief that our long-range planning efforts are inadequate; we lack vision and leadership
- There is also a need for better coordination and communication among agencies, including cities, highway districts and the state
- Many people pointed out that the system seems to break down whenever anything out of the ordinary occurs

Below is a list of findings based on reoccurring themes:

Transportation System Management

- **Planning**
 - Lack of vision
 - Growth projections are not adequate; can't plan effectively because projections aren't accurate
 - Land use planning and transportation planning are not coordinated – this is a major problem
 - Simply not adequate
 - Too many agencies planning
 - Need to get ahead of growth curve, not play catch up
 - Planning is not in sync with development
 - Sprawl has occurred
- **Communication, Coordination and Processes**
 - It takes too long to get a project developed; by the time it's designed, given environmental clearance, etc., too much time has passed
 - Road construction projects not coordinated throughout the valley
 - There are too many entities and they don't communicate nor coordinate; not just transportation agencies, but cities and counties as well
 - Too many highway districts in Canyon County
- **Politics**
 - System of short-term governments and long-range planning don't go together
 - Too much political pressure on decision-makers to break from plans – need to get politics out of transportation decision making
 - Lack of leadership
 - Perception that the system has “sold out” to developers
 - Elected officials make decisions on immediate needs (getting reelected instead of focusing on long-range needs)
 - Excessive public input slows down the transportation decision-making process
- **Funding**

Even though the group did not focus on funding as a question, the topic came up and the following themes emerged:

 - There is a general sense that funding is not adequate
 - There is a belief that current funds are not being managed as efficiently as they could be

- There is a lack of understanding and confusion about where money comes from to fund infrastructure
- The business community needs to understand where money comes from and if it's being spent responsibly before it can support increased funding

➤ **Treasure Valley Roads and Highways**

- There are not enough river crossings
- Traffic congestion makes moving east and west difficult
- Moving north and south in the valley is difficult
- It is difficult to get on and off I-84 because there are not enough interchanges
- Traffic signals are not timed well
- Specific roadways that need improvements were mentioned:
 - Cherry Lane
 - Chinden Boulevard
 - Eagle Road – no more traffic signals
 - Franklin Road
 - Garrity Boulevard
 - Karcher Road
 - Meridian Road
 - State Street
 - Ten Mile Road
 - Victory Road

➤ **Treasure Valley Public Transportation**

There is agreement that the current public transportation system is not serving our community. There is concern with the Boise City system. The group sees the change in funding and how it impacts and decreases the level of service. There is a tremendous amount of planning going on without identified funding. There is also some question whether people know about the current services available in Treasure Valley. An education campaign regarding existing services and the benefits of public transportation is needed.

Several meeting participants mentioned that Treasure Valley Transit is doing an adequate job of meeting that community's needs. Meeting participants had several suggestions for improving the current system and these will be detailed the "Future Needs" section of this report. They also had several reasons why Idahoans are not ready for public transportation including:

- "Western" mentality – Idahoans like to drive their own cars
- There is not high enough population density to support public transportation
- Public is not willing to try it
- It's too expensive to ride
- Commuters don't feel the need:
 - Parking is not expensive or inconvenient enough
 - Operating a car remains inexpensive – gas is still affordable
- Not cost effective

Future Needs

Below is a list of findings based on reoccurring themes of future needs:

➤ **Roads and Highways**

- Need a loop road to remove through traffic and/or provide an alternative to I-84. The preference is for southern bypass that would run from eastern Ada County to Canyon County (either Nampa or Caldwell)
- Need more north-south corridors
- Need more east-west corridors
- Need more interstate interchanges
- Need to increase capacity and efficient use of current systems

➤ **Public Transportation**

- Need a strong business plan that people understand and support
- Need public educational campaign
- Should study other systems to determine what works and what doesn't
- Plan and fund light rail in immediate future
- Need destination or event-based system:
 - Ski resorts
 - Airport
 - Major events
 - Shopping malls
 - Boise State University
 - Idaho Center
 - Downtown streetcar
 - Elderly and special needs populations
- Build the system slowly rather than trying to be all things to all people
- Need to preserve future rail corridors
- Must raise public awareness of what exists now and what its capabilities are.
- Needs to be convenient, timely and reliable
- Should work with employers to provide funding and encourage employees to use it
- Carpool, vanpool and Park-and-Rides are currently successful and should be expanded

➤ **System Management**

- Need a long-range plan and vision.
 - Need one regional plan from Boise to Ontario and one planning body to oversee it
 - Must have better growth projections
 - Must develop an honest vision for the Treasure Valley with public understanding and confidence
 - Should preserve corridors for transportation infrastructure, including roads, highways and mass transit
 - Need goals and accountability; find a leader and empower that person

- Need consolidation and cooperation among agencies
 - Must consolidate highway districts
 - Agencies need to communicate better
 - Need to eliminate rivalries between jurisdictions
 - Need help from the business community
 - Agencies need to be more user friendly
- Processes need to be streamlined
 - Approval process needs to be quicker and less cumbersome
 - Tie approval of developments to required infrastructure improvements
 - Current processes are too complicated
- Land-use and transportation planning needs to be coordinated
 - Needs to be done by statute – must be required by law
- Funding
 - Need to show accountability
 - Distribution of funds needs to be fair between Canyon and Ada counties
 - Need to increase awareness
 - Must increase sources of funding
 - Keep assessing impact fees

APPENDICES

- A. Contributors**
- B. Task Force Members**
- C. Committee Outcomes**
- D. Hosted Meeting Summaries**

Appendix A – Contributors

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Public Transportation and Rail

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Frank Larvie – Co-Chair

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Appendix C – Committee Outcomes

The four RTTF committees met independently to learn about the issues, identify concerns and make suggestions on how concerns could be addressed. This appendix contains a summary of each committee's outcomes.

Coordination and Communication Committee

Recommendations

1. Make Treasure Valley business leaders aware the transportation system is vital to the economic prosperity and that a crisis will occur if appropriate actions are not taken immediately

- Build a compelling case that the transportation system is in need of attention
- Reinforce the value of cooperation among all the transportation agencies and local, state and federal governments
- The business community has a role alongside government to ensure the continued success of the Treasure Valley's transportation system in the areas of:
 - Public/private funding ventures
 - Locating new facilities in appropriate corridors
 - Encouraging employees to use alternative transportation
 - Participating in the planning process – locating funding, providing technical expertise, providing opinions

Committee Observations

- Long-range planning efforts are inadequate
- The Treasure Valley lacks a vision for our transportation system
- Lack of confidence in the Treasure Valley leadership to address future needs of this community
- Planning is not in sync with development
- Inaction is very costly
- Need to get ahead of the growth curve, not play catch up

Implementation Strategy

- Educate the business community about the transportation planning process and who does what in the Treasure Valley
 - Develop communication tools that explain the jurisdictional complexity and long and costly time frames of developing transportation projects
 - Maps
 - Flow charts
- Coordinate the development of projects so that processes and expenses are shared
- Work with major employers to implement programs that encourage their employees to use alternative transportation

2. Require intergovernmental cooperation immediately

- The community needs greater accountability from planning and transportation agencies
- Need a system of project prioritization that considers regional and long-range transportation needs along with short-term needs

Committee Observations

- System of short-term government and long-term planning do not go together
- Too much political pressure on decision-makers to break from local comprehensive plans and long-range transportation plans
- Get politics out of transportation decision-making

Implementation Strategy

- Review Intergovernmental Powers Act to determine if it is a mechanism to support coordination and communication among government agencies
- Explore specific accountability and incentive programs through government mandates
- Coordinate government agencies to share processes and expenses that would make business development more efficient, timely and effective
- Convene a joint public/private work group to determine:
 - Measurements for quality transportation services
 - Accountability and the incentives that would expedite intergovernmental cooperation
 - Community accountability for transportation services

***Note:** The Coordination and Communication Committee also expressed interest in land-use and transportation planning and funding, but thought these areas were outside its purview. The committee wants to see recommendations in these areas.*

Funding Committee

The Funding Committee's task was to review the current available sources of funding for transportation and to gather information about the capacity of revenue sources that are not currently used to contribute meaningfully to the total resources dedicated to transportation funding.

1. Existing funding is inadequate

The first recommendation is that the report produced by the RTTF specifically acknowledges that financial resources for transportation needs in the greater Treasure Valley area (Mountain Home to Ontario) are inadequate. Three examples serve to illustrate this:

- Idaho Transportation Department, which bears responsibility for state highways, lacks sufficient resources to address demands for new and expanded roadways throughout Idaho and maintain the existing system. The Idaho Transportation Department had \$166 million in available federal funds for FY 2004. (FY 2004 State Transportation Improvement Program. Source: http://www.itd.idaho.gov/planning/reports/stip/STIP_FY2004_funding.pdf) To put this into perspective, the *I-84, Orchard Street Interchange to Gowen Road Interchange* report (February 2001. p.17) indicated a cost of \$202 million to build an "ultimate" facility with 4-6 lanes per direction along with a needed interchange and bridge reconstruction.
- ACHD, which bears responsibility for local roads and streets in Ada County, has sufficient funding for maintenance but not for new projects. The *Destination 2025 –Long-Range Transportation Plan for Ada County* (July 2002. p. 83) concluded that ACHD was facing a gap of almost \$8 million between its revenues and projected needs. This estimate assumed the continuance of the local option vehicle registration fee at \$3.5 million per year and the then current level of impact fees of \$8 million per year (*Destination 2025*). Impact fee revenue dropped as a result of the changes to the program in 2003, and the local option registration fee will expire in 2010. Loss or reduction of these two sources will exacerbate the shortfall.
- ValleyRide, which bears responsibility for regional public transportation experienced a change in federal funding when Boise reached a population of 200,000. In the past, ValleyRide was able to use federal money for operating expenses. Now that Boise has reached a population of 200,000, federal money must be used for maintenance and capital expenditures. Valley Ride operates a bus system that has an annual ridership of approximately 1.1 million; other western metropolitan areas of similar size all have significantly greater ridership even without light rail; for example Albuquerque has approximately 8 million in ridership per year.

2. Make efficient use of existing funding sources

- Significant funds are available under current funding regimes
- The business community wants to see that existing funds are used wisely and that the policy makers and planners are taking advantage of the existing funding sources to the highest degree possible
- A noteworthy example is the pursuit of federal funding that is allocated on a discretionary basis. The region will be best served if the congressional delegation recognizes that its constituents want them to make transportation funding a priority of its representation both in terms of service on key legislative committees and dedication of personal and staff resources to transportation needs in Treasure Valley.

3. Identify the capacity and palatability of new funding sources

- The Funding Committee developed information about the following new funding sources and obtained information about the cost of specific projects or needs

Source	Yield
Personal Property tax on autos in Ada/Canyon counties	Each .1 percent would raise \$4.5 million per year
Vehicle transfer fee, Ada/Canyon	Each \$10 transfer would raise \$640,000 per year
Employment head tax, Ada/Canyon	Each \$10 per employee would raise \$2.4 million per year
Local option sales tax Ada/Canyon	Each .1 percent would raise \$5.5 million per year
I-84 Vehicle tolls Exits 35-59	Each \$1 would raise \$44 million per year (see next page for further detail)
I-84 Vehicle tolls SOV's only	Each \$1 would raise \$12.8 million per year
I-84 and I-184 Vehicle Entry tolls Entry 25 (SH-44) to Entry 60 (Isaacs Canyon) (all vehicles)	Each \$0.50 would raise \$35.4 million per year
I-84 and I-184 Vehicle Entry tolls Entry 25 (SH-44) to Entry 60 (Isaacs Canyon) (SOV's only)	Each \$0.50 would raise \$28.3 million per year

Examples of uses of new revenues:

- Expanded intercity/intracity bus system, Boise, Nampa, Meridian – \$20 million annually operating cost
- The estimated cost of a new river crossing to connect between State Street and Chinden in the vicinity of SH 55 is nearly \$40 million.
- The Funding Committee recommends that a wider survey be conducted to assess the desirability of any of the funding sources.

Toll per Entering Vehicle ¹

	Location	WB On Ramp ADT (2002 WD)	EB On Ramp ADT (2002 WD)	\$0.50	\$0.75	\$1.00
I-84	SH 44 IC	743	5551	\$3,147	\$4,721	\$6,294
I-84	US 20/26 IC	150	3900	\$2,025	\$3,038	\$4,050
I-84	Centennial Blvd IC	3582	4356	\$3,969	\$5,954	\$7,938
I-84	10th Ave IC	1267	4682	\$2,975	\$4,462	\$5,949
I-84	Franklin Rd IC (exit 29)	5950	5805	\$5,878	\$8,816	\$11,755
I-84	Northside Blvd IC	4,273	11,978	\$8,126	\$12,188	\$16,251
I-84	Franklin Blvd IC	3,599	4,090	\$3,845	\$5,767	\$7,689
I-84	Garrity Blvd IC	3,800	11,500	\$7,650	\$11,475	\$15,300
I-84	Meridian Rd IC	7,000	12,000	\$9,500	\$14,250	\$19,000
I-84	Eagle Rd IC	9,000	14,000	\$11,500	\$17,250	\$23,000
I-84	Cole Rd IC	13,000	8,000	\$10,500	\$15,750	\$21,000
I-84	Orchard IC	6,077	5,777	\$5,927	\$8,891	\$11,854
I-84	Vista IC	10,000	4,000	\$7,000	\$10,500	\$14,000
I-84	Broadway IC	15,000	5,000	\$10,000	\$15,000	\$20,000
I-84	Gowen IC	1,200	11,000	\$6,100	\$9,150	\$12,200
I-84	Isaac Canyon IC	300	300	\$300	\$450	\$600
I-184	Franklin/Milwaukee IC	13,000	4,000	\$8,500	\$12,750	\$17,000
I-184	Curtis IC	12,500	5,000	\$8,750	\$13,125	\$17,500
I-184	Fairview IC	not available 2	10,000	\$5,000	\$7,500	\$10,000
I-184	13th (Start of I-184)	35,000		\$17,500	\$26,250	\$35,000
	Total			\$138,190	\$207,285	\$276,380
	Hypothetical Revenue ³					
	Number of Weekdays	256		\$35,376,640	\$53,064,960	\$70,753,280
	Drive Alone	80%		\$28,301,312	\$42,451,968	\$56,602,624

Notes

1. Toll is a flat fee and not based on length of travel on the freeway.
2. This ramp was closed down for construction during much of 2002
3. Calculations do not account for any diversion of trips onto the local road network.

Source: Community Planning Association of Southwest Idaho

Public Transportation and Rail Committee

Recommendation

1. Develop and expand a public transportation system based on:

- Sound planning
 - Integrate transportation planning with all transportation infrastructure planning. Planning must include a public transportation component, e.g., bus turnouts, vanpool parking, Park-and-Ride lots, etc
 - Tie regional and local land-use planning to expansion of regional public transportation services
 - Encourage future commercial and residential development on the basis of population densities necessary to support public transportation
 - Coordinate cities and counties comprehensive planning efforts
- Environmental benefits
 - Insist transportation infrastructure planning include public transportation to achieve immediate and future environmental benefits such as reduction in airborne pollutants, less (or reduced) public lands devoted to roads and vehicle parking
 - Encourage energy conservation
 - Educate the public on the benefits of less congestion on their health and the benefits public transportation has on quality of life
- Cost-benefit analysis
 - Analyze measures and/or systems that will serve to reduce or improve the public transportation cost picture, e.g., improve ridership by providing better service to high population centers, encourage event-based use of public transportation, build cooperative relationship with employers emphasizing use of public transportation
 - Capitalize on the steadily increasing cost of operating automobiles while encouraging use of public transportation
- Public education
 - Develop and implement a broad based public education campaign that emphasizes the benefits of public transportation
 - Let the community know the environmental benefits identified above
 - Develop and implement a sound marketing campaign to increase ridership and other forms of alternative transportation, i.e. walking, biking

Roads and Highways Committee

Recommendations

1. Create a regional transportation authority that would:

- Be created by state statute
- Stretch from Mountain Home to Ontario
- Have the ability to plan, make decisions and implement its decisions
- Have jurisdiction over all modes of transportation
- Have jurisdiction over all local and regional transportation facilities
- Have input as an equal on state transportation facilities in the region
- Have authority over land-use relative to transportation infrastructure
- Ensure that land-use and transportation planning are coordinated
- Accept public input, and responsibly incorporate it in the planning process
- Have the ability to purchase and preserve transportation corridors

Committee Observations

The current transportation system in the Treasure Valley is becoming inefficient due to the number of agencies that are involved in planning and implementing transportation improvements

- Planning and implementation must be connected
- Projects could be completed in a more timely and consistent manner if one organization was in charge of planning and implementation
- Funding multiple agencies is inefficient due to duplication of efforts
- It takes too long to get a project developed; by the time it's designed, given environmental clearance, etc., too much time has passed
- Road construction projects are not coordinated throughout the valley
- There are too many entities and they don't communicate or coordinate; not just transportation agencies, but cities and counties as well
- Too many highway districts in Canyon County

Transportation planning is inadequate

- Can't plan effectively because projections aren't accurate
- Land use planning and transportation planning are not coordinated
- Too many agencies planning
- Need to get ahead of growth curve, not play catch up
- Planning is not in sync with development; development decisions too often based on easy expedience without transportation planning input
- Sprawl has occurred

Implementation Strategy

- Request a pilot program for the Treasure Valley from state and congressional representatives

- Engage a consultant with national transportation planning stature to lead implementation

2. Expand the transportation system in the Treasure Valley to include:

- A loop road to remove through traffic and/or provide an alternative to I-84. The preference is for southern bypass that would run from eastern Ada County to Canyon County (either Nampa or Caldwell).
- More north-south corridors
- More east-west corridors
- More interstate interchanges
- Increased capacity and efficient use of current systems

Committee Observations

- Peak hour traffic congestion makes moving east-west and north-south difficult
- Difficulty accessing I-84 due to lack of interchanges
- Not enough river crossings
- Need to increase capacity on existing roads, possibly through expansion of one-way grids

Implementation Strategy

- Create a regional transportation authority
- Find new funding sources

3. Consider public/private partnerships for facilitating and funding transportation projects:

- Expand cooperation with developers to fund new transportation infrastructure
- Explore possibilities for donated rights-of-way in exchange for desirable roadways
- Consider possible privatization of some transportation infrastructure

Appendix D – Hosted Meeting Summaries

Regional Transportation Task Force

Hosted Meeting Summary

Host:

Larry Bird

Date:

June 26, 2003

Attendees:

Mike Mooney, Key Bank N.A.
Elwood Kleaver, Primary Health
Jeff Hull, St. Luke's Regional Medical Center
Jerry Nielson, Idaho Power
LaVern Geutry, Deloitte & Touche LLP
Jon Wagnild, self-employed
Bill Glynn, Intermountain Gas
Dale Willman, Deloitte & Touche LLP

What's Working:

- Connector and related elements (still need some improvements – complete Jefferson) (7)
- Public transit works relatively well
- Employers encouraging/subsidizing mass transit – St. Luke's, Primary Health
- ParkCenter bridge and changes there
- Interstate improvements
- ACHD saves money by coordinating work
- Cole Road exit from Connector
- Eagle bypass

What's Not:

- Eagle Road (3) – Eagle heading north is difficult, need to take pressure off Eagle Road
- Doubts about State Street going west
- Ten Mile and Cherry Lane
- Relieve pressure on interstate
- Capacity is a problem
- Funding – not enough to relieve problems, but vision is there
- Need more north-south arterials, river crossings
- Need more east-west arterials besides Chinden
- Traffic problems not only during commute

Future:

- Circular loop design is one solution
- Consider toll roads
- Southern loop (Nampa to Isaac's Canyon) (2)
- North loop (3)

- Plan now for future roads and pay fair price for right of way (+10 percent more)
 - Build frontage roads, sound walls
 - Public interest higher than individual roads
- Two more north-south arterials
- Buy unoccupied right of way now
- Bring Idaho 16 across the river for major north-south connection
- Maintain higher speed roadways

Planning

- Sprawl is one of the biggest problems
- Public disdain – NIMBY attitude. Need better education about transportation needs and need the public to get interested
- Comprehensive land use planning needs to be tied to transportation. Land use planning should come first.
- Create a regional system to bring different groups (cities, counties) together to make coordinated decisions.

Funding

- Not enough money, existing funds aren't managed well
- Need more education about where money comes from and how it's used
- Most believe there is enough federal money to support projects
- Politics and budget – balancing game at federal level
- Business leaders need to articulate why more fees are needed (user fees, collection booths)
- Underfunded on capital expenditures – if not adequate, what do we do?

Public transit

- Buses don't work
- Need to learn from other places
- Roadways not adequate to handle what we have, don't push buses and bikes – not best use of money
- Don't use current money planning for future problems. People love their cars. Now is not the time to force universal transit system.
- If parking was more expensive and inconvenient, people would use transit
- Create parking node just outside downtown and encourage people to ride in.
- Need better pedestrian access

Overall Impressions:

- There are some successfully completed projects, but there are still capacity and design needs

Please meet with this group again.

Regional Transportation Task Force

Hosted Meeting Summary

Host:

Eldon Book

Date:

June 18, 2003

Attendees:

Jim Renner, Intermountain Gas
Mike Ayers, Intermountain Gas
Hart Gilchrist, Intermountain Gas
Garry Laursen, Intermountain Gas
David Slonaker, Blue Cross
Tom Dietrich, CTA Architects Engineers
Craig Chapin, Intermountain Gas
Chuck Hedemark, Intermountain Gas
Brent Wilde, Intermountain Gas
Mark Van Slyke, Intermountain Gas

What's Working:

- Safety getting to and from work
- Downtown Connector (4)
- Main arterials, nice alternative. Especially good north-south. (3)
- WYE Interchange
- Three lanes in Meridian
- Freeway timing, especially off-peak
- ACHD maintenance

What's Not:

- North-south corridors getting overloaded – need more river crossings (5)
 - Loop system could alleviate strain on north-south corridors (6)
 - Don't put new roads through neighborhoods
- Need more interchanges and off-ramps, especially in Meridian and Nampa (3)
- Need more interstate lanes, 5 or 6 in each direction
- Interstate too congested during peak commute hours
- Need better signal timing between Eagle and Boise
- Need better street lighting
- Public has too much say in projects
- Not well managed – too many entities, need one regional planning body. Need one regional plan
- Need better coordination between public officials
- Project timing is not good, too many going at once

Future:

- Need southern bypass around Boise (3)
- Longer merges and on-ramps, especially at Garrity
- Carpool lanes
- Public transit

- Needs to serve more people, especially Canyon County
 - Should be tax supported – figure out level of subsidy
 - Improve frequency, routes, timing. Should run later in the evenings.
 - Duplicate Portland's rail system. **Find out status of ROW for rail.**
 - Build for the future – is it cheaper to build roads or transit?
- Need to coordinate land use
 - Promote businesses to move out of core to other communities

Please meet with this group again.

Regional Transportation Task Force

Hosted Meeting Summary

Host:

Larry Chetwood

Date:

June 6, 2003

Attendees:

Bill Poindexter, Blue Cross of Idaho
Chris Ruch, Blue Cross of Idaho
Bill Robertson, Meridian Ford
Carol J. Harms, Mountain West Bank
Phil Roark, Office Value
Tom Gohlke, DataTel Communications
Susannah Arnim, Meridian Ford

What's Working:

- Overland Road widening, good for business, but larger concern about impact on rest of road
- Eagle Road widening worked, but still need access and parallel roads
- I-84 projects – not too inconvenient, helps with commute
- Locust Grove overpass planning
- Fairview/Eagle intersection moves more smoothly
- Variable Message Signs on interstate
- The Connector
- Improved freeway merging
- Upcoming traffic signal at eastbound Eagle Road off-ramp

What's Not:

- Eagle Road will become choked
 - Difficult to get in and out at intersections without a traffic signal
- Franklin Road is difficult – must cut through neighborhood to avoid Franklin. Locust Grove Overpass will help
- Congestion between Nampa and Boise/Meridian – too much time to travel between Ada and Canyon counties
- Opening and closing of on- and off-ramps is confusing – do all the work at once.
- 20-year planning horizon seems impossible – plan for 3-5 years at best
- North-south arterials (2)
- Lane shifts during construction – not enough notice is given
- Fairview, Eagle and Chinden and becoming too congested
- Need better coordination of signal timing
- Need better coordination of construction projects, too many projects going on at once
- Funding not adequate – but there is confusion about how it works. Why do funding priorities shift?
- Coordination between agencies needs to be better – one agency should handle all transportation
- Too much money spent on landscaping

Future:

- Need new north-south river crossing
- Need southern bypass to get around city (4)
- Need high-occupancy vehicle lanes
- Need to identify future east-west corridors
- Are we willing to pay more for better transportation – improvements cost money
- Public transit is quickest fix to capacity issues
 - People want others to use it – wish we could change thinking
 - Idahoans too independent for it – hard sell
 - Should put more money toward transit we already have
 - Carpooling is good solution – should reward people for carpooling
 - Need to simultaneously build bigger roads and prepare for public transportation options in the future
 - Need education about public transportation
 - Small percentage of people take advantage of incentives when offered, better than nothing.
 - Need to push air quality advantages
 - Introduce it “softly”
 - Look at cities where it works and model – Portland’s Max, Denver toll road
- Growth should be handled by building bigger roads
- Want to be able to drive five miles in five minutes at any time of day
- Increase safety and effectiveness of traffic movement
- Need more long-range planning

Overall Impressions:

- Current capacity does not meet growth/pace
- Plan for public transit, but ease into it
- Current system is adequate, but needs better communication and coordination.

Please meet with this group again.

Regional Transportation Task Force

Hosted Meeting Summary

Host:

John Comstock

Date:

June 25, 2003

Attendees:

Terry McEntee, Central Paving

Mike Chaney, Victory Mountain Equipment Finance

What's Working:

- Southeast Boise into downtown
- Timing of traffic lights on a few local roads
- ParkCenter extension

What's Not:

- Cost of doing business increasing – transporting materials
- Day and night work ordinances
- Traffic light system as a whole
- Lack of frontage roads
- Interstate being used by local traffic instead of by commuters
- Too many single occupancy vehicles
- Not enough north-south connections – Eagle Road not working
- Neighborhood Associations have too much power
- Sprawl – no infrastructure
- Impact fee inconsistencies – impact fees are necessary for development
- Lack of vision, poor planning process
- Road Management – current system isn't working, poor maintenance, funding

Public Transit

- Streets need to accommodate buses – numerous stops cause congestion
- Public doesn't see need for public transit
- Losing economic base
- Transit not keeping up with growth
- Need light rail

Future:

- Need better grid system
- Need better approval process of permits
- Three lanes between Boise and Caldwell
- Better arterials – NEED NORTH-SOUTH ARTERIAL
- More bridges and interchanges, especially between Meridian and Nampa
- Better ways to get people to key locations – activity centers, highly-populated areas
- Fix current roadway system
- Southern alternate route

Please meet with this group again.

Regional Transportation Task Force

Hosted Meeting Summary

Host:

Ken Fisher

Date:

June 26, 2003

Attendees:

Kevin Learned, Albertson College
Bob Bruce, CH2MHILL
Clarence Jones, Farmers Merchants
Rick Lierz, Franklin Building
Tim Bashford, Hewlett-Packard
Bob Hardgrove, Micron Technology
Mark Carrington, MPC
Jerry Aldape, Syringa Bank
Clay Sauer, Transgroup Worldwide
Jack Snyder, Western Construction

What's Working:

- Eagle Road – almost too well
- ACHD – good at local maintenance, weak in major arterials (3), great ITS
- I-84 when moving against traffic, or from 1 a.m. to 5 a.m.
- WYE/Connector
- Snow removal
- ParkCenter Bridge
- New airport
- Cole-Overland intersection
- Getting around downtown, parking garages
- Bike network for commuting
- Engineering
- Traffic signal timing

What's Not:

- Serial projects needed; get it done and move on
- Post mortem process – need to do better projections
- Need better overall coordination between road agencies, cities, developers – ex: Eagle Road
- Not enough funding
- Use existing infrastructure fully – Isaac's Canyon, Gowen
- Inability to stick to plan
- Economic pressure and development pressure
- Lack of organized development
- Takes too long for projects to be completed – slow design process, EIS, etc.
- COMPASS needs to improve plan and get public input up front.

Management

- Doing well with limited funds

- ACHD – should focus on capacity, not just potholes. Needs to look seriously at beautification issue.
- High political pressure at ACHD – need to plot a course and stick to it
- Fragmented planning in Canyon County – too parochial, needs to stop planning for rural future.

Public Transit

- Need to feel pain before public will embrace it. Treasure Valley still not considered to have traffic problems.
- Bikes not alternative transportation
- Little use for buses, need special routes
- Buy corridors now for rail, other methods
- Enough transfer stations?
- Stop adding capacity to interstate. As traffic increases, people will use transit
- Planned communities should have transit options
- Stick to land-use assumptions – make them work!

Funding

- Increase gas tax, vehicle registration
- Build toll roads
- Do public education about how funding works
- \$200 million + to improve Orchard to Gowen (federal money)

Future:

- More north-south arterials – need to preserve corridors now, better planning
- Need simple directional dividers
- Keep beautification simple and cost effective
- Need better bike and disabled-accessible paths
- More interchanges between Meridian and Nampa
- Widen Chinden/Ustick – need more east-west arterials
- Three lanes between Meridian and Caldwell
- Improve design and construction process to move more rapidly
- Need more cooperation, less bureaucracy – one administrative structure over everything
- Reinstall every mile of former inter-urban as a modern system – funding systems don't allow it to be transferred
- Need powerful five county master plan to control all development
- Need to allocated funding to all modes of transportation, not just roads
- 2014 Winter Olympics – funding issue is key. Review Utah's bonding process.
- Business cooperation with projects – find better ways to raise money.

Send this group task force recommendations via email.

Regional Transportation Task Force

Hosted Meeting Summary

Host:

Mike Ford

Date:

June 3, 2003

Attendees:

Rod Higgins, Higgins Rutledge Insurance
David Southers, Southers Properties
Clyde Porter, Porter's Land Surveying
Paul Blomberg, TransContinental Transport
Brad Miller, Ronald Van Auken, Inc.
Rich Allison, Meridian R.E. Inc.
Walt Morrow, Walt Morrow Corp.
Charley Jones, Stinker Stations
Pat Kinsey, Durham School Service

What's Working:

- The Connector (I-184), Eagle Road (but is beginning to bog down), State Street between Boise and Eagle (but not for long.)
- Large vehicles get around easily in the modern areas, lots of room to expand
- Meridian – created 80-foot easements (on section line roads)
- Every street that gets widened helps ease congestion

What's Not:

- Current transportation system is not meeting needs
- Chinden Boulevard
- Connector has negative impact on businesses, chokes down at Curtis at certain times of day
- Only four major east/west routes and if one is under construction it creates delays on other three
- Continued development on Eagle will make things worse – haven't planned well for expansion
- Interstate – east/west route a problem, need a bypass
- Getting out of downtown
- Sprawl is beginning; need to plan in-fill (each community has right of determination).
 - Cities need to offer incentives for in-fill
- 20 years behind in planning – always playing catch-up.
- Cole to Five Mile bottlenecks – poorly planned
- Agency coordination
 - Need better cooperation between agencies
 - Failure of entities to get projects done – things not accomplished
 - COMPASS/ACHD problems need to be solved. Get rid of rivalries between jurisdictions
 - Five districts collect impact fees, but in proportion. Not a political decision.

➤ Funding and public involvement

- Funding is a key issue; tax ourselves to accomplish projects. Need to improve the way dollars are spent
- Who has say in how funds are spent? Need to understand system better.
- Get political people out of process. Political part of process doesn't make sense and is a waste of money. Private business could do better
- Cost of doing business is difficult for ACHD
- Takes too long to get things done
- Public involvement process takes too long – we've elected decision-makers to do this work for us.
- Speed up process
- Explain when decisions are coming, not just when something has already been decided. (2)

Future:

- Emmett to Boise will become a disaster
- Local communities should adhere to standards, right-of-way and plan in community for it.
- Current management of system may not meet future needs.
- More interchanges on interstate – Ten Mile and others
- Want southern bypass (4)
- Need to plan ahead – build for upcoming growth, buy easements now (9)
 - Include more than just Ada and Canyon counties -- include Gem, Boise and Payette counties. (6)
- Franklin and Overland should be expanded to five lanes
- Need another north/south into Eagle and other north-south connections
- Six lanes from Micron to Caldwell
- Future planning should be for much-increased growth
- Plan for regional transportation system with uniformity: there needs to be a sense of responsibility to make decisions that are right, but not necessarily popular.
- Public Transportation
 - Public transit is a great idea, but widespread acceptance is 10 years out
 - Bus systems not cost-effective unless in major metro areas. Our community isn't dense enough to support
 - TVT is working in Meridian
 - No rail, except maybe to bus. Rail delays too much traffic
 - Not ready for rail, but maybe in future.
 - Protect railroad

Overall Impressions:

Not in a crisis yet, no big problems

Regional Transportation Task Force

Hosted Meeting Summary

Host:

John Franden

Date:

July 22, 2003

Attendees:

Leah Barrett, Boise State student

Bob Seibolt, University Security

Daryl Jones, Boise State Provost

Dick Smith, Boise State Vice President

What's Working:

- Campus Bus/shuttle system (4)
 - Alleviates parking maze
 - Staff and students use it
 - Athletic events
 - Options available
 - Would like it to expand with Boise State
 - Satellite parking arena needed
 - Broader scope of people
- BUS covers most areas – not much complaint
- Plan for free ridership
- Highway system (except at peak hours)
 - Lights work well
 - Good condition on roads
- Pretty good overall
- Downtown parking is adequate
- Campus parking tied to master plan is good
- Connector (I-184)

What's Not:

- ACHD!
- Areas of major congestion – I-84, lack of north-south corridors, Chinden, Eagle Road
- Rapid growth at Boise State
- Not enough arterials, need north loop near foothills
- Take proactive measures to alleviate peak hour traffic
- Unacceptable timing of signal lights during the day
- If we keep building houses, congestion will get worse.
- Road condition on I-84

Public transit

- Ridership problems on buses, need a major drop-off center
- Bus service is poor – timing, frequency, length
- City keeps cutting bus funding

- Spend too much time talking about mass transit, but no results – not ready for it, but wish we were
- Should plan for it now and preserve rail corridor – political and public will isn't here yet
- We are going backwards by cutting impact fees
- Need a long-range game plan with steps to get people excited that something is going on and relief is in sight.
- Political reality is that roads will grow before public transit – use “carrot” system.
- Boise State can set a good example, especially with West Campus
 - Decrease incoming traffic, decrease stress on roads, ROW plan
- Lack of convenience – should run later in day
- Park n Ride should be better for remote areas
- Make buses coordinate with BSU shuttle system
- Need light rail in Boise and Canyon County
- Create transit vehicles to use in parking garages downtown and for Boise State athletic events

Management of system

- Sold out to developers – growth is unchecked in major housing developments, strip malls...
- ACHD does an outstanding job – but need better control over land use and transportation planning.
- Planning doesn't seem to be in sync with growth, development, transportation (ie Harris Ranch)
 - Issues/infrastructure has to be addressed
 - Tie approval of development to infrastructure
 - Who exercises influence?
- Statutes and land use laws should be tied to transportation laws (NY, CA)– sprawl will exacerbate problems.
- Funding not adequate

Future:

- Build loop around city
- Comprehensive funding plan
- Planning doesn't work if there's no money to fund it
- Better land use and transportation planning (slow down or stop sprawl)
- Keep downtown viable
- Ride public transit

Group would like to see final report.

Regional Transportation Task Force

Hosted Meeting Summary

Host:

Jerry Hess

Date:

June 11, 2003

Attendees:

Dennis M. Baker, Dennis Baker & Associates
David E. Sells, Dennis Baker & Associates
Edward “Ted” Hess, retired
Frank Larvie, MK retired
Sumner M. Johnson, JUB Engineers retired
Steve Glasgow, Centennial Development
Lloyd Glasgow, Centennial Development
John Laude, Heartland Development
Dan Wiebold, Dan Wiebold Ford
Ron VanAuker, VanAuker Construction
Ramon Yorgasan, Capital Development

What’s Working:

- Interstate system working as well as it can
- Regional and long-range planning
- Opening cul-de-sac systems
- ACHD trying to do planning, but playing catch-up
- System as a whole isn’t bad, but is on the threshold of it
 - Have an opportunity to get ahead of the curve
- 2026 plan is positive
- Local roads
- Recent widening of Kuna Road
- Boise named top area in country for bicycles

What’s Not:

- Lack of interchanges on interstate
- Not enough signage to alert motorists to upcoming exits
- Road agencies don’t plan with enough time for developers to adjust accordingly
- Poor planning/road construction
- Funds not being collected or managed properly or efficiently
- Need to acquire ROW above all else – plan 20-30 years ahead of need
- Need better emphasis on alternative transportation
 - Wean people from their cars
- Funding/development is a chicken-egg situation
- Need better long-range planning
 - Where are major arteries
 - Frontage roads
 - Nampa has no main artery
- Constant remodeling of interchanges

- By time something is planned, funded and built, it's obsolete
- Existing soundwalls will eventually have to be torn down to widen interstate – more poor planning
- Road Agency problems
 - Lack of understanding between city agencies and road agencies
 - ITD lack of foresight
 - Need visionary leaders
 - Short-term government and long-term planning don't go well together – take elected politicians out of the mix and give road agencies ability to enforce long-range planning. Key people who will outlast political administrations need to have decision-making power.
 - Department of Public Works not consulted in development
 - Agencies need to cooperate with each other
 - Need “buck stops here” agency
 - Take transportation management out of the hands of lay people
 - Disband ACHD and give power to cities and counties

Future:

- Need long-term planning for funding as well as construction
- Public transportation
- Lack of vision about the future – educate and challenge people, including city leaders and neighborhood groups
 - Need to fund buses and subsidize them – introduce it slowly
 - Small shuttle systems work and can grow into a larger bus system
 - Public transit is a noble thought, but it's unrealistic – not enough critical mass. Idahoans are too independent
 - Preserve ROW for transit and developments will occur
 - Sun Valley has a system that works because of frequency and convenience of it
 - Treasure Valley is forcing mass transit before there is enough need
- Need higher densities in development
- Frontage roads on Eagle Road
- More interchanges and “Connectors”
- Identify corridors and begin acquiring ROW (3)
- Form vision using comprehensive plan and give administering agency the teeth to enforce it (3)
- Move Boise Airport
- Belt route around the city to remove truck/through traffic

Please meet with this group again

Regional Transportation Task Force

Hosted Meeting Summary

Host:

Don Hubble

Date:

June 11, 2003

Attendees:

Gary Funkhouser, EarthTech
Wendell Higgins, Higgins
Steve Glasgow, Centennial Development
Lloyd Glasgow, Centennial Development
David Bennion, CH2MHILL retired
Douglas McMaster, Masco, Inc.
Matt Munger, Munger Engineering, Inc.

What's Working:

- Downtown Connector/WYE Interchange (3)
- Improvements to Interstate 84
- Continuing new construction is improvement
- Kuna Road improvements/widening
- Local streets work well
- Additional lane at Nampa Interchange
- Overland Road improvements
- Community proceeding as best it can given constraints of funding, planning process, etc.
- ACHD is developing more adequate access at important intersections
- Impact fees are positive

What's Not:

- Need another lane between Caldwell and WYE
- Victory between Orchard and Cole needs four lanes
- Transit system
 - Ridership not increasing, but still trying to push it
 - Too much focus right now – should plan for it, but it's still far off into the future
 - Preserve corridors now
 - Treasure Valley not big enough for rail-based – should encourage carpooling
 - Need designated carpool lane
 - Not sure need carpooling – single occupancy vehicle not too expensive or inconvenient yet
 - Waste of time, money and effort to confront a problem we don't have yet
 - Independent Idaho mentality isn't ready for it
- Interstate deficiencies

- Not enough river crossings and interstate crossings
- Planning process lost its way
 - Planning today for what needed yesterday, so projects are inadequate after construction
 - Need to understand how process works
 - Cities operate in a vacuum
 - Systems under-designed and under-built because of poor planning
- Chinden is problem
- “Hopscotch” improvement, i.e. Franklin Road has an inconsistent number of lanes
- WYE is a patch
- No real east-west connection besides I-84
- Politicians leading in direction the electorate doesn’t want – need non-political leaders
- Transportation planning not linked to land-use planning
- Solving present problems with no concept of future problems
- Funding is inadequate
 - Don’t get enough federal gas tax money
- Very difficult to get ahead of growth curve
- Neighborhood groups have too much power

Future:

- Eagle Road should have frontage roads
- Need better interstate signage warning motorists how far until exit
- More east-west connections – need to look beyond Ada County
- Southern bypass
- Another north-south connection
- Air terminal should be moved
- Need to build roads or buy right-of-way – not enough money to do both
- Larger cities build infrastructure before development – Treasure Valley should use this model
- Need one transportation agency in order to have coordination. That agency should have enforcement power of a master plan and communicate well with the public.
- Need to define corridors now
- Planning should be regional and funding should not come from members – gives members power to withdraw and cause planning association to lose funding
- More roads
- More total thinking – not just roads, but mass transit, air, etc.

Please meet with this group again.

Regional Transportation Task Force

Hosted Meeting Summary

Host:

B. Edgar Johnson

Date:

June 4, 2003

Attendees:

Paul Raymond, City of Nampa
Dan Minnaert, Thornton Oliver Keller
Art Schultz, Treasure Valley Engineers, Inc.
Bill Savage Salzer Medical Group
Kathy Martin, Sanders Martin Consulting
Todd Bunderson, City of Nampa
Ed Byington, RE/Max Advantage
Jim McNabb, Coldwell Banker Aspen
Chris Veloz, Northwest Sales and Distribution
Maxine Horn, Maxine Horn & Company
Georgia Bowman-Gunstream, Nampa Chamber of Commerce
Dave Dykstra, Windemere Real Estate

What's Working:

- Business loop in Nampa
- Traffic signals have improved – light synchronization in Nampa
- Adequate freeway system (construction keeps it down)
- Addition of lanes in Nampa (“suicide”)
- Underpass and partnership
- Nampa street departments – good job with local streets
- Getting around Nampa and county is better – local roads work well
- WYE Interchange will make a big change
- Three lanes from Meridian to WYE
- Improvements in Eagle Interchange
- Traffic lights at Meridian and Eagle
- Happy Valley loop to south end
- Happy with local management

What's Not:

- Interstate will get worse – already it's not great
- Not everyone believes in regional connectivity – political views
 - Mindset of some people is that responsibility stops at the county line – too narrow
- Nobody looking at the big picture in the next 30 years
- Public transit
 - Too expensive
 - Not close enough to people who need it
 - Good idea, but no buy in
 - Plan for it now so it will be there when we need it (2)

- Not flexible enough
 - Based on population – we’re not big enough for it to work
 - Getting people out of cars is difficult
 - Cars can still move on highway, unlike So. California
 - Need employers help providing options and encouraging employees to use them (2)
- Inconsistency of county roads – one-way stops, speed limits, bad accidents, no rhyme nor reason
 - Deferred maintenance results in bad surfaces on bridges.
 - Getting from one end of town to the other is impossible and hinders businesses
 - Inadequate connections between valley areas – long range plan is concerning
 - Existing infrastructure can’t keep up with growth
 - Can’t increase revenue for transportation
 - Funding is inadequate – we’re always on the defense and we live with planned obsolescence
 - Don’t understand the funding system and the business community should be educated about this
 - Plan for better land-use planning
 - Decide as a community what we want – big lots, low density, etc.
 - Preserve corridor

Future:

- Need bypass around Nampa to the south (2)
 - Need southern bypass soon
- Need consolidated highway district in Nampa
- Need single transportation authority from Ontario to Boise and maybe beyond
- Find ways to cooperate – so many jurisdictions
- Idaho Center/BSU Canyon County campus not in condition to handle traffic volumes
- 12th Avenue/Caldwell signal hinders capacity
- Light rail down center of interstate
- Need more park and ride lots (2)
- Build a new entrance to Nampa near the Idaho Center
- Build interchange at Middleton and Robinson Road
- Need planning and vision – have something in place to see regionalism work

Overall Impressions:

Come back to them with RTTF results

Regional Transportation Task Force

Hosted Meeting Summary

Host:

Jim Johnson

Date:

June 19, 2003

Attendees:

Anne Aschenbrener, United Heritage
Shaun Wardle, Idaho Athletic Club

What's Working:

- State Street loop through Eagle
- Eagle Road – functions well north-south
- Traffic light at Meridian Road Interchange
- Treasure Valley Transit
- Interstate 84
- Turning Cherry Lane and Fairview into two lanes each direction

What's Not:

- Public transit
 - Elderly/special needs individuals need a form of transportation
 - Need special event transportation
 - To Mall
 - Need light rail loop around Valley and to Micron
 - Needs to run later
 - TVT needs to pick up at Mercy Medical Center
- Interstate works well for a limited number of cars – accidents cause major delays
 - No way to inform motorists of major delays except radio
- Need more interchanges, especially in Meridian and Nampa
- Need more right- and left-turn lanes
- North-south access not working
- Congestion on Meridian Road
- Conflicting goals – build more roads or improve public transit
- Communication between agencies
- Infrastructure lags behind development
- Lack of awareness about funding

Future:

- Use examples from bigger cities, ex: rail system
- Change people's habits, get them out of their cars
- Need east-west loop
- Special truck routes
- Designated bike lanes
- Better public transit system

Please meet with this group again.

Regional Transportation Task Force

Hosted Meeting Summary

Host:

Craig Lindquist

Date:

May 29, 2003

Attendees:

Dave Wroblewski, Rogers Machinery
David Moorhouse, Benchmark Construction
Pete McArthur, Re/Max Advantage
Jack Precht, Wells Fargo
Mike Crow, Crow & Associates
Jeff Lake, Carpets Plus of Idaho
Dennis Parry, Lloyd Lumber Co

What's Working:

- ParkCenter Bridge and WYE Interchange
- Improvements in Boise, not Nampa
- Incident Response trucks on interstate

What's Not:

- **Infrastructure**
 - Infrastructure is at capacity, traffic is bumper to bumper, long delays
 - Poor interstate infrastructure, lack of north-south arterials
 - Garrity Interchange
 - Improve public transit between Nampa and Boise—not sure enough people to support
 - Include special systems for BSU games, entertainment, etc.
 - Employer incentives to use public transportation
 - Better connectivity between local roads and highways
- **Process/Management**
 - Poor communication between officials/agencies
 - Poor coordination between highway agencies and cities
 - Current approval process is inadequate
 - Better planning – build for future growth, improved coordination between land use and transportation needs
 - Quicker approval and construction of interchanges, slow response from agencies
 - Lack of accountability for how funds are spent

Future:

- Good infrastructure to get product in and out
- Six lanes between Boise and Caldwell and five lanes on Chinden to Caldwell
- Southern bypass on I-84 between Gowen and Caldwell, north/south arterials
- Single highway district for Canyon County or better yet single highway district for entire Treasure Valley

- Some kind of public transit (not sure)
- Raise awareness in community, don't think change is possible with regard to regional political decisions

Overall Impressions:

- Canyon County is not equal to Ada County when it comes to transportation improvements
- Not sure Treasure Valley is ready for public transportation, and
- Current system for managing our transportation system is inadequate/simply not working

Regional Transportation Task Force

Hosted Meeting Summary

Host:

Mike Shirley

Date:

May 23, 2003

Attendees:

Jim Nelson, Nelson Construction
Bill Selvage
Jim Tierney, investor
Kim Johnson, Spatial Dynamics
Maureen O'Keefe, St. Luke's Hospital
Jim Parkinson, Piper Restaurants
Cheryl Larrabee, Key Bank, CCDC
Irv Littman, BoiseCascade

What's Working:

- Interstate 184, The Connector, accessibility to airport, Federal Way
- Boise's recent designation as a "Bike Friendly City"
- Developed corridors, development agreements

What's Not:

- **Infrastructure**
 - Boise needs a one-way grid that works – capacity is there if it's used properly
 - Look at need for southern bypass in 20+ years – obtain right of way now
 - Need better air quality – get cars off the road
 - Bus system
 - Need better connectivity north-south and east-west
 - Improve traffic flow through neighborhoods, improve infrastructure
- **Process/Management**
 - Need better funding
 - Road agencies need to be consolidated, lack of confidence in engineering decisions
 - Too much public input into decision-making process, need to streamline
 - Strong public/private partnerships
 - Planning and structure isn't ahead of the curve – playing catch-up

Future:

- Re-establish one-way streets
- Money from vehicle emission tests should make public transit free
- Improve access to airport by increasing approach from two lanes to four
- Remove stop signs in the north end, more arterials in West Boise
- Improve public transit –
 - Include special systems to ski area, airport, downtown circulator

- Reliability, timeliness, keep costs reasonable
- Improve transit between Canyon and Ada counties, possible light rail

Overall Impressions:

- Too many agencies, is there a better modal
- Current system of managing our transportation system is inadequate/simply not working
- Overall the group is ready for public transportation, however a minority of the group is not

Regional Transportation Task Force

Hosted Meeting Summary

Host:

Chris Veloz

Date:

June 12, 2003

Attendees:

Wes Waggoner, Lloyd Lumber Co.

Shirley L. McGinley, SIM International Inc.

Rod Orrison, Idaho Center

Jeff Tunison, TitleOne

What's Working:

- Local roads/side streets
- Eagle Road
- I-84 when it's three lanes into Boise
- Nampa Police Department traffic control
- Communication from road agencies regarding construction – City of Nampa did a good job with Nampa-Caldwell Blvd.

What's Not:

- Not addressing issues before they become problems – only meeting current needs, not future needs
- Traffic jams on interstate during Idaho Center events – state won't adjust signal timing
- Garrity construction still doesn't adjust signal timing
- Road agencies
 - Inflexible attitudes from road agencies – not sure who to talk to about problems and whether anything will be done.
 - Road agencies don't communicate well with each other
 - Working outside the system seems to be more successful way to get changes
 - No one takes a strong position – lack of ownership
- System breaks down when anything out of the ordinary happens
- Lack of easy access to I-84 for businesses off Garrity
- Risky to use I-84 to get to appointments
- Funding is hard to understand, so not sure if projects are managed well – could they be financed?

Future:

- Public transit
 - Need event-based public transit (2)
 - Need to plan now or it will never happen
 - Should be cheap, efficient and practical to get people to use it.
 - Need good way to bicycle between Ada and Canyon counties

- Need more lanes on interstate and more interchanges – three lanes into Canyon County (3)
- Build bypass for through traffic
- Designate new east/west alternate – possibly Ustick.

Please meet with this group again, possibly in writing.

Regional Transportation Task Force

Hosted Meeting Summary

Host:

Michael Ward

Date:

July 16, 2003

Attendees:

Dale Voris, retired
Kathy Moore, West Valley Medical Center
Kent Kreuder, The Surgical Group
John McGee, Western Canyon Youth Family Coalition
Tina C. Haines, St. Alphonsus, Caldwell Cancer Center
Mike Gable, Caldwell Chamber of Commerce
Stephanie Parker, West Valley Medical Center

What's Working:

- Gas sales!
- Move people pretty well on the interstate – comparatively easy access and speed.
- Local roads have improved
- Bus system in Boise
- Treasure Valley Transit in Caldwell – good to have
- Connector
- Project timing – good
- Park & Ride (St. Luke's Meridian)
- Cooperation of agencies (COMPASS/local government)
- Traffic signals (10th)

What's Not:

- There's growth but no accommodation – need eight lanes on interstate (2), more interchanges (3)
- No clear vision of what needs to happen
- Signal timing on and off the interstate
- Franklin Road interchange
- Karcher Road

Public transportation

- Need to use existing public transportation – need more public awareness
- Need less expensive transportation for low-income people
- Need a universal system all the way to Caldwell
- Make connections throughout area, including South Nampa
- Need business plan for light rail – emulate BART, make it fun
- Have connections in place at drop-off points
- “Cowboy mentality” means it will be a long time before people ride buses. Public transit is a mindset
- Build light rail all at once, not incrementally
- Anything less than good rail won't be used – plan for it now
- Look at why public transit hasn't worked

- Take money from parking garages and give it to transit
- Employers should supply incentives

System management

- ITD project rating is unfair to Canyon County – poor growth planning. Interagency not cooperating with the state – need to obtain local match, impact fees
- Residential growth does not pay its own way
- Need to develop an honest vision with understanding and confidence. Who is responsible? Don't see elected officials taking the lead
- P&Z – right now no planning to support zoning.
- Take it out of the political arena
- Too many “stop gap” measures
- Communication problem with road agencies. Agencies need to be more user friendly using ACHD model
- Canyon County needs to consolidate highway districts

Funding

- 2015 is too long to wait for interstate funding. Need to meet needs more quickly.
- Not adequate in Canyon County
- Not enough overall
- Needs to be run more like a business – appalling what they get away with
- Public needs better education about funding
- Area does well getting federal funding – what becomes of it?
- Don't generate enough money from the area to help – must go to the state (money is diluted)
- In Canyon County, it's a legislative problem
- Should tie transportation funding to a portion of general sales tax (e.g. \$.01) so everyone pays

Future:

- 20/26 and Ustick – need to expand, build interchanges and provide opportunity for interstate relief.
- Beltway around Canyon County (Payette to Black Cat interchange)
- Make a plan with accountability and goals (2)
- Freeway access to Eagle
- Find a leader and empower them to do it

Other:

- Take 2C off license plates!

Please meet with this group again.